

The Hongkong Telegraph.

WEATHER FORECAST.

FAIR.

(ESTABLISHED 1881.)

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November 2nd, 1911. Temperature 10 a.m. 74, 4 p.m. 74; Humidity...68, 67.

November 2nd, 1910. Temperature 10 a.m. 70, 4 p.m. 79; Humidity...62, 67.

No. 8624

第三十九年三第

FRIDAY, NOVEMBER 3 1911.

五拜禮

號三月一十英港

\$35 PER ANNUM.
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TELEGRAMS.

THE REBELLION.

[Service To The "Telegraph."]

TROOPS' DEMANDS.

Durban, Nov. 2, 9.35 a.m.

Reuter's correspondent at Peking states that the National Assembly in secret session, agreed to accept eleven out of twelve demands presented by the troops at Lanchow, including the perpetuation of the present dynasty, a general amnesty and a free Parliamentary constitution.

The Assembly rejected a demand that the summoning of Parliament on all important decisions should be dependant upon the approval of the Army.

[The troops referred to are, of course, not rebels but mutinous troops.]

YUAN SHIH-KAI.

Bombay, Nov. 3, 7.30 a.m.

Reuter's Peking correspondent states that the Throne has now ordered the immediate return of Yuan Shih-kai.

Meanwhile the Assembly has telegraphed to Li Yuan-heng requesting him to suspend hostilities while it endeavours to settle the differences between all parties.—Reuter.

AN UNDESIRABLE POST.

Shanghai, Nov. 2.

Tang Shao-yi has declined to accept the post of President of the Ministry of Communications, but despite his refusal the Throne is pressing him to take over the office.

TSAI TAO RESIGNS.

Prince Tsai Tao, High Commissioner of the Army Advisory Council, has tendered his resignation to the Throne, suggesting that General Yin Chang be appointed as his successor.

PRINCE CHING'S NEW OFFICE.

By an Imperial Edict, Prince Ching has been appointed president of the Upper Chamber. Na Tung and Chui Shih-chung have been appointed advisers.—Shat Po.

COMMUNICATIONS THREATENED.

Shanghai, Nov. 2.

Troops have mutinied in Lanchow, Taiung, Thiam, Tuck-chow and Paoing. They have taken up a position threatening the rear of General Yin Chang's force and overlooking the Peking-Hankow railway.

H.E. Yuan Shih-kai has telegraphed to the Throne reporting the critical situation thus created.

PANIC IN PEKING.

Considerable ill feeling has arisen between the troops under General Koung Kwai-tai and the Imperial bodyguards, and riots have almost resulted. The inhabitants of Peking are panic-stricken and troops have been sent for to safeguard the foreign residents.

GOVERNOR OF SHANSI KILLED.

Wong Hing-ping, the Provincial Treasurer of Shansi, has been elected leader of the rebellious soldiery. The Governor has been killed.—Sheng Po.

TELEGRAMS.

THE WAR.

TURKS TERRORISED.

[Service to the "Telegraph."]

Durban, Nov. 2, 6.20 p.m.

The bomb dropped from an aeroplane at Tripoli created indescribable confusion in the Turkish camp.

Soldiers fled in all directions and animals stampeded.

The aeroplanists are to repeat the experiments to-day.

TRIPOLI SHELLED.

Bombay, Nov. 2, 2 p.m.

Reuter's correspondent at Tripoli wires that the Turks fired a few shells into the town, which did no damage, but a shell which exploded in the trenches wounded seven Italians.

BRITAIN'S NEUTRALITY.

Durban, Nov. 2, 11.55 p.m.

Speaking in the House of Commons Sir Edward Grey said, with reference to the alleged massacre of Arabs, that Britain could not interfere with the military operations of Italy.—To do so would be inconsistent with neutrality.

He earnestly deprecated questions which were offensive to other countries.

AN IMPROPER QUESTION.

Mr. Mason asked Mr. Asquith what action the Government was to take to express the horror and detestation of the House at the massacre of Arabs.

Mr. Asquith in reply deprecated, in the strongest possible terms, the asking of such questions (cheers).

WARSHIPS SAIL.

Bombay, Nov. 3, 7.30 a.m.

Reuter's Malta correspondent states that practically all the Italian warships have left Tripoli bound for Turkish waters.

AUBRY'S FLEET.

Bombay, Nov. 3, 12.45 a.m.

Reuter's correspondent at Rome says that Admiral Aubry considers his fleet sufficiently strong to occupy several islands in the archipelago and to blockade the Dardanelles.

A naval demonstration will be made at Salonika or Smyrna.

EMPHATIC DENIAL.

The Italian Premier has issued an emphatic denial of the reports of wholesale slaughter of the Arabs. He says the oasis had to be purged when the Arabs were attacking the Italians from the rear, but 2,200 were deported to Italian islands. He charges the Turks with killing wounded Italians and he instances the case of the Bersaglieri of whom 300 were killed and only 14 wounded.

TELEGRAMS.

HOME RULE.

REDMOND'S DEFENCE.

[Service to the "Telegraph."]

Durban, Nov. 2, 12.30 a.m.

Mr. John Redmond addressed an important crowded meeting at the City Liberal Club, under the auspices of the Government, Earl Beaulieu presided, and there were on the platform the Master of Elibank, Lord Pirrie, the Rt. Hon. Sir West Ridgway, and other prominent Liberals.

A REVIVAL OF INDUSTRIES.

Mr. Redmond, who had a cordial reception, dealt with the economic and financial aspects of Home Rule. He emphasised the capacity of the Irish for engaging in industrial pursuits and said that the first fruits of self-government would be a revival of industries.

THE BEGGAR'S BOUNTY.

Until Ireland had a native government composed of men who had an understanding of the country, great questions, and notably that of transit, could never be settled. It had been said that Ireland was a beggar accepting a bounty, yet her contribution towards Imperial expense for the upkeep of the Army and Navy and the Empire had been 320 millions during the past century. That was pretty good for a pauper.

AN ADMISSION.

He admitted that Ireland's contribution had fallen enormously owing to the increased cost of Irish administration, which was at present the costliest in the world. This was largely due to the fact that Ireland was a poor country tied to a rich partner and therefore obliged to indulge in its luxuries. Ireland had no interest in practising economy, but under self-government she would not waste money on over-manned departments with highly paid officers, and on extravagant legislative schemes as at present.

DRIVING A BARGAIN.

He concluded by saying that the only safety for the Treasury lay in making a bargain with Ireland, in making her responsible for her own Government which would be cheap and efficient. There would be no more drains for the British Treasury. Parliamentary congestion made Home Rule all round necessary. Home Rule was also necessary in order to gain the hearty good will and loyalty of the Irish and their co-operation in upholding the Empire (loud cheers).

A vote of thanks to Mr. Redmond was moved by the Master of Elibank.—Reuter.

TELEGRAMS.

AMERICA'S FLEET.

NAVAL REVIEW.

[Service to the "Telegraph."]

Bombay, Nov. 2, 2 p.m.

Reuter's correspondent at New York wires that Mr. Meyer, Secretary of the Navy, reviewed 18 American warships, including two of the latest Dreadnoughts.

At Los Angeles Rear-Admiral Thomas reviewed the American Pacific Fleet of 24 ships.—Reuter.

Bombay, Nov. 3, 7.30 a.m.

Reuter's correspondent at New York states that Mr. Taft has reviewed the fleet, which made a most impressive sight as it filed past the Statue of Liberty. The city trembled to the salute.—Reuter.

OBITUARY.

CANON BOWER.

[Service to the "Telegraph."]

Durban, Nov. 2, 4 p.m.

The death is announced of Rev. Richard Bower, M.A., Canon Residentiary of Carlisle Cathedral and Chaplain to the Bishop of Carlisle.

LADY COLIN CAMPBELL.

The death has taken place of Lady Colin Campbell, widow of the late Lord Colin Campbell, from whom she separated for some years prior to his death in 1895.

MR. KYRLE BELLEW.

The death has taken place of Mr. Kyrle Bellew, the well-known actor.—Reuter.

ANOTHER STRIKE.

TAXI-CAB DRIVERS.

[Service to the "Telegraph."]

Durban, Nov. 2, 9.35 a.m.

Six thousand taxi-cab drivers are idle in London to-day.

They meet to decide whether they will strike as a protest against the companies employing spies to ascertain whether they are appropriating "extras."

CONFERENCE REFUSED.

Durban, Nov. 2, 11.45 p.m.

A mass meeting of the taxi-cab drivers decided not to return to work. The chairman complained that the masters had refused a conference and the men also instanced cases of spies making wrong reports.—Reuter.

WINGED AEROPLANES.

The Wright brothers, who have been experimenting quietly for months, avoiding air contests and public exhibitions, have begun preparations to test a new aeroplane which, it is understood on the best authority, will, if successful, revolutionise the present types.

The new machines will be aeroplanes without propellers. The brothers have been engaged in perfecting a device to apply power to movable wings in imitation of the flight of birds, dispensing with the motor-driven screw entirely, and they believe that they have succeeded.

TELEGRAMS.

PRICE OF STEEL.

A REBATE GRANTED.

[Service to the "Telegraph."]

Durban, Nov. 2, 6 p.m.

British steelmakers have issued an important circular proposing a rebate of four shillings per ton payable in the fourth month after delivery.

The signatories to the scheme include upwards of twenty of the largest firms in the country.

The scheme does not apply to export material but is intended to shut out foreign materials sold at the cheapest rate in Britain.

There are already signs of the strongest opposition.—Reuter.

[This is evidently a modification of the scheme announced in a telegram a fortnight ago which stated that at a meeting of the principal English and Scots steel makers it was agreed to grant a rebate of five shillings per ton on certain classes of material provided the consumers purchase exclusively from certain British steel makers.]

FRANCE AND GERMANY.

A DEFINITE SETTLEMENT.

[Service to the "Telegraph."]

Bombay, Nov. 3, 7.30 a.m.

Reuter's correspondent at Berlin states that Herr Kiderling-Waechter and M. Cambon have initiated a Congo Treaty.

The whole Franco-German Agreement will be signed on Nov. 4.—Reuter.

BOXING.

DEATH BLOW DEALT.

[Service to the "Telegraph."]

Durban, Nov. 2, 4 p.m.

In sporting circles the chief topic of conversation is an announcement of Mr. Reginald McKenna, the Home Secretary, regarding boxing.

He says that if the object and intent of the combatants are to subdue each by violent blows until one can endure it no longer the contest is illegal.

On the contrary, he says, a sparring match, the object of which is to win by skill and not by severity of injuries, is lawful.

Many sporting men consider that the announcement deals the death-blow of sporting contests.—Reuter.

RAILWAY TROUBLES.

DECISION POSTPONED.

[Service to the "Telegraph."]

Bombay, Oct. 3, 7.30 a.m.

The railway men's conference has been very protracted and the decision has been further postponed owing to differences.—Reuter.

DUKE'S OFFER.

Following the example of the Duke of Bedford, who recently sold his Devonshire estates for £550,000, his Grace of Somerset is offering his Wiltshire and Salisbury estate, near Blackburn, for disposal.

The Duke announces that he is prepared to consider offers of his tenants for purchase of their holdings, and is willing for a considerable portion of the purchase money to remain on mortgage at a low rate of interest.

The estate, which consists for the greater part of dairy farming land, is about 2,200 acres in area, and extends from the hilly Wiltshire, district into the most picturesque part of the Ribbles Valley.

TELEGRAMS.

MUNICIPAL ELECTIONS.

ENGLAND AND WALES.

[Service to the "Telegraph."]

Durban, Nov. 2, 9.35 a.m.

The returns to midnight of the Municipal Elections in England and Wales show 52 Liberal, 42 Conservative, 41 Labour and 11 Independent gains.—Reuter.

BUSES AND TUBES.

AN AMALGAMATION.

[Service to the "Telegraph."]

Durban, Nov. 2, 4 p.m.

The amalgamation of London motor-buses with the underground railways is nearly concluded.

It is announced that no fares will be raised, but that some will be reduced and that greater facilities will be offered to the public.

The capital involved is £23,000,000.—Reuter.

THE SITUATION IN CANTON.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, Nov. 2.

Every endeavour is being put forward by the local merchants and gentry to pacify the minds of the ordinary citizens who are still somewhat panic-stricken. They have issued a handbill informing the people that the officials will not take up the matter of Sunday's declaration of independence, nor will anyone be punished for the offence.

However, in spite of these continual reassurances, quite 55 per cent. of the shops remain closed, and only a small proportion of refugees have returned to Canton.

Over-Precaution.

In a letter to the Viceroy the Provincial Assembly expresses the opinion that the anxiety of the populace is contributed to by the excessive precautions taken by the authorities, especially at the four city gates. They have asked His Excellency to issue a proclamation stating the reasons for the methods he has adopted, and also to warn the gate keepers not to close their gates unless for some very good reason.

Viceroy's Penitence.

As soon as the Viceroy received intimation that the Throne had issued an Edict taking upon itself all blame for the rebellion, he replied that he was deeply touched by the terms of the Edict. He also expressed the opinion that the Ministers should have been held responsible. At the same time he also was ashamed of himself, for during his short rule in Canton, there had been so many troubles that he felt nervous about retaining his post. He was of opinion that the people had lost confidence in him and he begged the Throne to punish him for all the wrongs he had committed. However, he hoped that the Throne would let him continue in office until the rebellion had ceased, in order that he might have a chance of wiping out his misdeeds.

His Excellency also asked that clemency might be extended to a Cantonese arrested in Peking, and also that Li Yuan-hing, leader of the revolt, should be pardoned if he advised his followers to surrender.

TELEGRAMS.

HOME POLITICS.

SCOTTISH HOME RULE.

[Service to the "Telegraph."]

Durban, Nov. 2, 9.35 a.m.

A meeting of Members of Parliament favourable to Scottish Home Rule was held in the House of Commons yesterday.

It was resolved that no Home Rule Bill could be regarded as satisfactory unless it provided for self-government in Scotland.—Reuter.

NEW BATTLESHIP.

An Enlarged and Improved Orion.

In the battleship King George V, which was launched at Portsmouth, by Princess Christian of Schleswig-Holstein, the other day the increase in size over that of the vessel which preceded her, and which has been characteristic in each ship constructed at the port since the Dreadnought, has been continued. The new vessel will therefore be an enlarged and improved type of the Orion.

Nothing official concerning the ship has been, or will be, obtainable, and consequently any description of her must necessarily be of a strictly non-official character. From what is known, however, the following particulars will be found to be substantially correct:

It is understood that in all essential details such as the gun power and the number and position of the guns in the ship, the arrangements in the King George V will be similar to those in the Orion. The new vessel will, however, be 15ft. longer, with 6in. more beam, and will displace about 1,500 more tons than her predecessor, as it is believed that the length of the King George V is 553ft. between the perpendiculars, 596ft. over all, with a beam of 89ft., and that her displacement when completed will be about 24,000 tons, her launching weight being approximately 9,000 tons. The machinery is to be of the Parsons steam turbine type, working four shafts and four propellers, capable of developing a shaft power of 31,000 horse power, giving a speed of 21 knots. The steam is to be furnished from 18 water-tube boilers.

The main armament will consist of 10 13.5-inch guns disposed in five turrets, two in each turret, the turrets being placed in the centre line of ship, and giving a broadside fire of 10 guns, and ahead and astern a fire of four, the second and fourth turrets being raised to enable the guns to fire over the first and fifth. The secondary armament for repelling torpedo attacks will be the latest type of 4in. guns, which will be mounted under armour, the increased weight of the vessel enabling better protection to be given.

The King George V will have one mast and three submerged torpedo tubes for firing the 21in. torpedo. A detail in which the new ship will differ from the Orion, and other previous vessels of the "all big gun" type, will be in the berthing accommodation of the officers and men, which in the King George V will revert to the pre-Dreadnought days, the officers being again berthed in the after part of the ship and the men in the forward part, as it has now been found that this arrangement answers best. In consequence of this reversion the vessel is fitted with an Admiral's stern walk, which no battleships built in recent years have carried.

Banks.

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RESERVE FUND.....15,000,000
Dividend \$1,000,000 at 5%.....15,750,000
RESERVE LIABILITY OF PRO-
PRIETORS.....\$19,000,000

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Hongkong, 1st May, 1911. [22]

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TAKEO TAKAMICHI,
Manager.

Hongkong, 25th Sept., 1911. [18]

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GEO. HOGG,
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Manager.

Hongkong, 9th Oct., 1911. [2]

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1230]

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Attest: Board, Hongkong: Sir Paul Chater, Kt.,
C.M.G., T. F. Ho, Esq., C. J. Laurence, Esq.,
Hongkong, 2nd July, 1911. [18]

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Hongkong, 20th Oct., 1911. [1048]

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Hongkong, 26th April, 1911. [407]

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OUR
CONTEMPORARIES.

What They Think.

China Mail.

Councils of Despair.

The issue by the Imperial Chi-
nese Government of the extra-
ordinary Edict referred to in
Tuesday evening's issue, would
seem to indicate that the Court at
Peking has lost all its ancient
courage and is being driven by
councils of despair to take the
final steps leading to its own ex-
tinction. Coming, too, at the
very moment when the news is
flashing through the Empire
of the Imperialists' successes
at Hankow, it cannot but
be said, from the Court's point
of view, that the Edict appears
at a most inopportune time. The
Imperial Court has thrown up the
sponge before it has really tested
the fighting capacities of its army
and navy, or the staying powers
of the revolutionists. In doing so
it undoubtedly has been actuated
by a feeling that it must "play
for safety" at any hazard. Does
it then imagine that by grovelling
self-abasement before the people
it will not only "save face" but
secure a further continuance of
the use of the seats of power?
Surely that is strange reasoning
at such a crisis as this.

Daily Press.

The Best Solution.

When the National Assembly
met, after a long vacation, a fort-
night ago, almost its first business
was the consideration of the Na-
tional Budget which had been
prepared by the Ministry of Fi-
nance. The foundation of all
reforms in China is effective con-
trol by the people over the
finances, both local and imperial,
and this they are well in the way
of acquiring. If the revolutionary
leaders are sensible men who are
able to appreciate the difficulties
of the task to which the Throne is
already most strongly committed,
Yuan Shih-kai should have no
difficulty in bringing about a
settlement. Everyone must sin-
cerely desire the success of the
effort Yuan Shih-kai has deter-
mined to make. Very likely the
revolutionary leaders are in no
mood to trust the promises of the
Government, but if, as we sug-
gested the other day, the Govern-
ment were to intimate their wil-
lingness to adopt, under Foreign
guarantee, the chief adminis-
trative reforms advocated by the
revolutionary party they would be
offering the best and indeed the
only solution suited to the well
being and the needs of all.

South China Morning Post.

River Piracy.

There are now twelve steamers
plying from Hongkong and Can-
ton to Wuchow and back. For
some considerable time these ves-
sels have been immune from un-
pleasant attentions, but it is well
known that the pirates make use
of them as ordinary passenger
vessels to move rapidly from place to place.
The fear is thus ever present that
at any moment one of the vessels
may find itself at the mercy of
pirates. Is it necessary to wait for
another Siam affair before the
authorities take steps to secure
the adequate protection of the
steamers using the river? The
lesson of that lamentable happen-
ing seems to have been forgotten,
and unless the patrolling of the
river is once more seriously taken
in hand the ugly look of things
suggests the likelihood of a simi-
lar occurrence. The British gun-
boats Moorhen and Robin are at
present safeguarding British in-
terests at Canton. Surely, in such
circumstances, the naval authori-
ties could spare one or more of
the other small vessels which are
lying idle at Hongkong for the
important duty of protecting the
foreign trade of the West River.

THE FLIGHT FROM
TRIPOLI.

Fugitives Terrible Suffering.

The following telegrams are from the correspondent of the "Times":

Malta, Oct. 2.
The steamship Castlegarth arrived here shortly after midnight from Tripoli with 1,300 British subjects on board. All are Maltese except Mr. O'Connor, the representative of the charterers of the ship, and Mr. Leed better, the local agent of the firm at Tripoli. The Castlegarth was the last ship to leave Tripoli, being ordered out by the Italian Admiral.

Miseries of the Voyage.
I never saw a more heart-rending scene. The passengers had been crowded on deck since last Friday, with hardly room to move without food or sleep, exposed to wind and rain, and seasick as the ship rolled. Every one was panic-stricken. When I went on board they thought me a doctor. Some fell on their knees, others kissed my hands, others threw their arms around my waist; a woman, shrieking, showed me the emaciated limbs and face of her infant. The crying and sobbing of the women, and old men especially, was terrible. Two monks alone remained quiet and impassive. With their cowls drawn over their heads and their arms crossed they seemed ready for any fate.

The sufferings of those on board were greatly increased during the day as no one was allowed to land owing to the death of a small child on the voyage from an unknown cause. At noon a magistrate arrived, and a post-mortem examination was held. The passengers will probably land during the afternoon, but there is no room for them in the lazaretto.

Italian Responsibility.
The refugees state that the Consul warned the Italian Admiral that he would be responsible for any loss of life and property amongst their nationals. The Admiral ordered them to leave by the Castlegarth. As provisions on board were scarce, the captain refused to take the Italian Consul, Signor Galli, and 150 Italians, among whom was Signor Brocchini, Director of the Banco di Roma. The Admiral went on board and, moved by pity, transferred the Italians to the battleship Garibaldi and a despatch boat.

There are some British subjects still in Tripoli, but there is sufficient room for them in the British Consulate. Signor Galli and the Italians were escorted to the ship under the German flag. All the other Consuls have remained.

Malta, Oct. 3.
A communication from the English Consul at Tripoli to the Malta Government, dated September 30, states that the Italian Admiral has notified the effective blockade of all Tripoli ports. News is scarce. Some of the refugees state that when the English and French Consuls protested and declared that they would hold the Italian authorities responsible for any loss of life and property to their nationals the Italian Consul promised that Tripoli would not be bombarded for a week. Others, however, state that the Italian Consul replied: "These are the orders of my Government, and I must obey them."

The plight of the refugees who landed yesterday afternoon in an apparently interminable queue of suffering humanity may be more easily imagined than described. Haggard, weary, and forlorn, they formed a veritable ladder of suffering as they mounted the steps leading into Valletta.

The Government is faced by great difficulties since the majority of the refugees are destitute and possess nothing but the clothes they wear. Subscriptions have been opened, and the lists are filling, but more money is needed.

Later.
I have just been to the Lazaretto where the Government, unable to find accommodation elsewhere, is keeping the refugees in a yard. Men, women, and children of various nationalities and races were huddled together, and all of them seemed dazed and stupefied. Yesterday seven refugees who had gone mad during the terrible voyage were taken to the lunatic

asylum. A blind man was sitting on the ground unconscious of his surroundings; he had lost all his possessions. Could not something be done in England for these wretched British subjects who, without food or clothing, have sought refuge under the British flag? The public here is indignant against the naval authorities for not sending a man-of-war before the blockade. The action of the Government is criticized for keeping the refugees on board the Castlegarth for over 12 hours exposed to the extremes of weather.

Turkish Measures to Maintain Order.

The director of the schools of the Alliance Française, who was one of the refugees, informs me that Arabs are flocking daily from the interior to the coast, fully armed. Some of their weapons are old, but they possess numerous revolvers and hate the Italians. The efforts of the Acting Governor have alone detained them from showing their hostility. The Turkish authorities are extremely careful. The streets are patrolled all day, and soldiers are ready to suppress the least disorder. Anyone showing signs of drunkenness is at once arrested. My informant told me that the Turks are also disliked by the Arabs.

MAN-EATING LIONS.

A Curious Superstition.

Dr. Dunbar-Brynton, who has recently returned from North-Eastern Rhodesia, gives an interesting account of big game shooting and of the depredations by the man-eating lions.

There is something strange, said Dr. Dunbar-Brynton, in an interview with a representative of the "Chronicle," in the encounter of wild beasts in a country which has the charm and beauty of some parts of England and Scotland. For North-Eastern Rhodesia has not the savage character of tropical scenery. In the centre of the country there is a high plateau rising to 6,000 ft., richly wooded from top to bottom, and extending for 400 by 300 miles. With a temperate climate, it has the sylvan beauty of the Tyrol, and the trees rise up clean and free from jungle or tropical undergrowth. Little rivers, like the trout streams of Scotland, run down the hill sides, and in the valleys and plains there are districts like the park lands of England.

It is curiously disconcerting, therefore, to see the ugly old head of a hippopotamus poking through the rushes on the bank of a river, or an alligator lying asleep there, or herds of wild buck through a vista of trees like one may see fallow deer in Bushy Park. It is still more curious to run up against lions, as I came suddenly upon two of them one day, crouching in the bush. One is inclined to ask, "Where are the keepers?" and to write a letter to the papers about it!

The lions which roam the country stretching southward from Lake Mweri do not always avoid the presence of human beings. From time immemorial they have been man-eaters. It happens not seldom that two or three men sitting in the open telling the old folklore stories which they love so dearly will be pounced upon by a man-eating lion and killed before they can turn their heads. Many a man stooping over his tobacco plants has been seized and carried off by a lion which has made its way stealthily through the outskirts of the village. One man had his face bitten off at the door of his hut, and walks about as a living horror.

In spite of the fate which so often befalls their comrades, the natives do not look with favour upon lion-hunting. Dr. Dunbar-Brynton, when following a man-eating lion, has found himself deliberately thwarted by the natives, who will not act as beaters because they wish to save the lion's life. This is due to their firm belief that the spirits of their dead chiefs take the form of lions, and that when a man-eater is killed the spirit is divided among other lions with the same thirst for human blood. They hold it better, therefore, to let one lion eat its fill rather than increase the danger by killing it.

Public Companies

HEADWATERS MINING COY., INCORPORATED.

NOTICE is hereby given that a MEETING of the HONGKONG SHAREHOLDERS (whether registered or unregistered) of the Headwaters Mining Co., will be held at the Offices of Messrs. Duncanson, G. & Co., Princes Buildings, on MONDAY, 6th Nov., at 4.30 p.m., for the purpose of considering the financial position of the Company.

By Order.
Hongkong, 30th Oct. 1911. [1465]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

NOTICE.

A FINAL DIVIDEND of One Shilling per Share, free of tax, has been declared by the Directors of the above Company, making a total of 10 per cent. for the year ending 24th February, 1911.

COUPON No. 17 is payable on the 2nd November at the Chartered Bank of India, Australia & China, and the Russo-Asiatic Bank at Tientsin and Shanghai. [1468]

To Let

TO LET.

GODOWN—No. 54, DOUGALL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.
Hongkong 1st July, 1911. [61]

TO LET.

OFFICES on 1st and 2nd Floors now in course of erection at No. 6, DES VOEUX ROAD to be let.

Apply to—
DAVID SASSOON & Co.
Hongkong, 16th Oct. 1911. [1087]

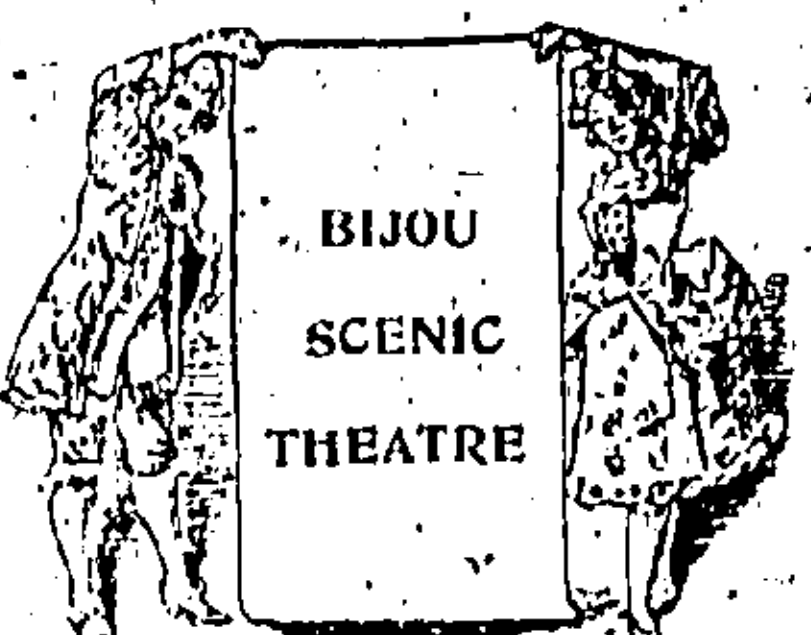
Entertainments

CATHEDRAL CHOIR CONCERT

(In aid of the Organ Fund)
TO-NIGHT, Nov. 3, at 9.15 p.m.
CITY HALL.

SELECTIONS FROM VERDI AND MOZART.

Seats \$1 and \$2.
Plan to be seen at ROBINSON & Co.
Hongkong, 3rd Nov. 1911. [1466]



9.15 EVERY EVENING (9.15 p.m.)

SPECIAL PICTURES.

The "Liberty" Disaster.

Neighbours—Max Linder.

Nick Winter—The Traitor, Etc.

Miss Kitty Delavale.

Refined English Comedienne.

7.15 p.m. Pictures only. 7.45 p.m.

Hongkong, 1st Nov. 1911. [1471]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.

Hongkong, 1st Nov. 1911. [1469]

SAINT RAPHAEL

TONIC, RESTORATIVE, & EFFECTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of

Anemia, Debility and General weakness, in young women, children

and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition

to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial

which surpasses all others by its

purity and healthful preparation. To be taken on a lamp of sugar.

COMPAGNIE VIN SAINT-RAPHAEL, Valence (Drome-France).

CA DBEUX 14572302 & Co., Hongkong.

Prepaid
Advertisements.

25 WORDS \$1 for 3 insertions or \$2 for one week.

LOST.—Reward will be given by Mr. Harris, 409 Hongkong Hotel. A small GOLD LADIES' SWISS WATCH with Eekel Neck-chain, somewhere between the Upper Tram-station and Playstaff, Victoria Peak. If found please return to Mr. Harris, 409 Hongkong Hotel. [1469]

BOARD AND RESIDENCE.—"HOMEVILLE," Morrison Hill, splendid view of the harbour, 10 minutes from Post Office by electric cars; entrance 153, Wanchai Road, Telephone No. 312. [1280]

HARBOUR MASTER'S OFFICE, MACAO.

NOTICE.

THE Government of Macao, through the Harbour Office, hereby announces that, for the space of 10 days from the publication of this Notice in the Government Gazette, it will receive tenders for the purchase of two Motor Boats for use in the Macao Harbour.

Tenders should be forwarded in sealed covers, addressed to the Harbour Master, up to the aforementioned date, in conformity with the terms and conditions which may be seen in the Macao Harbour Office and in the Portuguese Consulate, Hongkong.

Harbour Master's Office, Macao, 29th October, 1911.

ALBERTO THEOPHILO RIBEIRO,

1166 Acting Harbour Master, &c.

CTE. LOUVENCOURT

EXTRA DRY.

\$24.00 per case.

FRENCH STORE,

8, Queen's Road.

Hongkong, 17th Jan. 1911. [74]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 699.

Hongkong, 2nd Jan. 1911. [72]

WING KEE & CO.

47-49, Connaught Rd.

SHIPCHANDLERS,

PROVISION & COAL

MERCHANTS

Hongkong, 2nd Mar. 1911. [920]

Just Unpacked

BEST ENGLISH MADE

BALL BEARING

ROLLER

SKATES

ALL SIZES

DRAGON CYCLE

DEPOT.

141

SAINT RAPHAEL

TONIC, RESTORATIVE, & EFFECTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of

Anemia, Debility and General weakness, in young women, children

and the aged. Invaluable in hot climates.

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COMPAGNIE VIN SAINT-RAPHAEL, Valence (Drome-France).

CA DBEUX 14572302 & Co., Hongkong.

Estimations

THE GENERAL ELECTRIC CO. OF CHINA, LTD.

Telegrams "Sparkless" Telephone 518. 16, Des Voeux Rd., Hongkong.

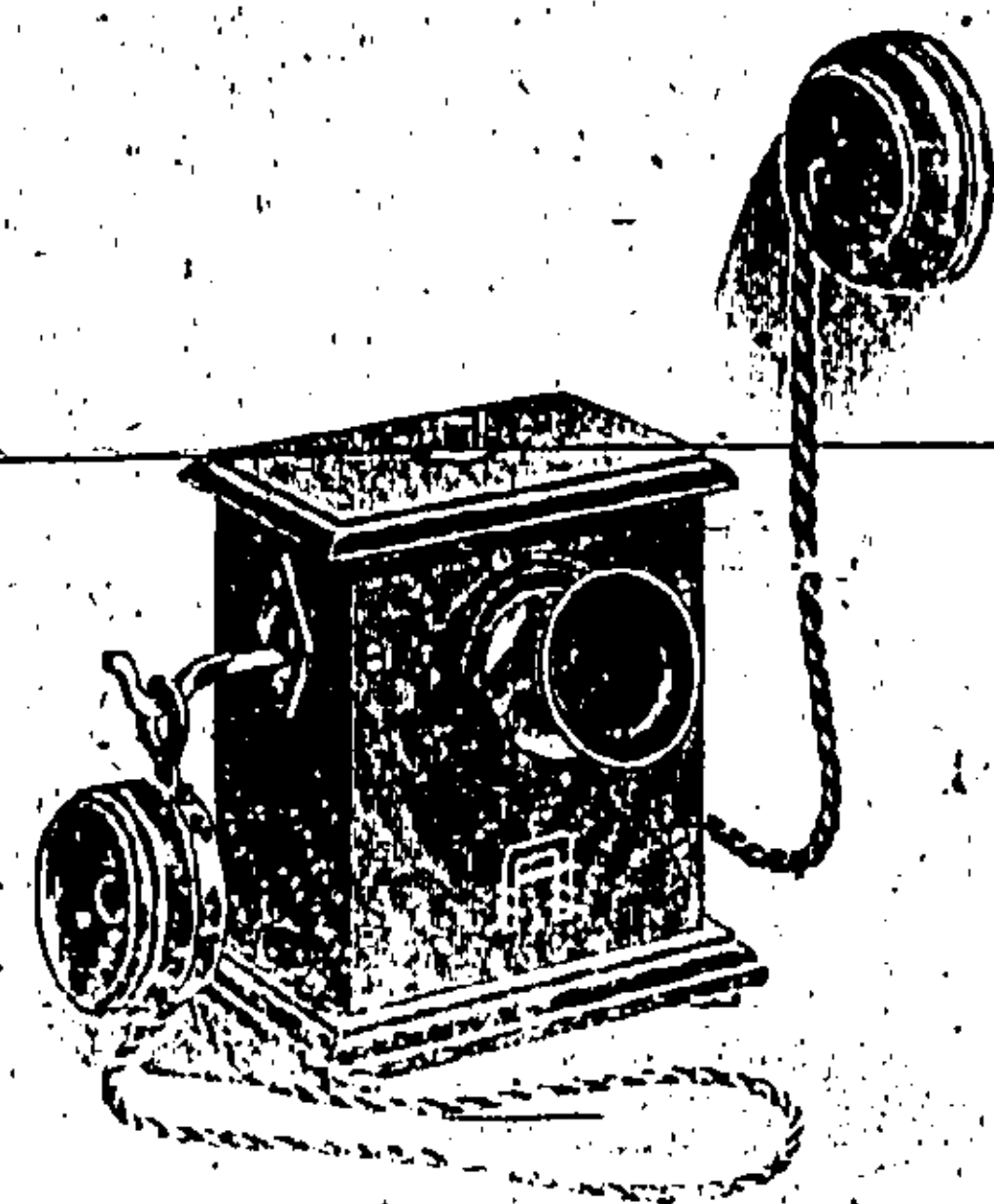
HEAD OFFICE: 7 JINKEE ROAD, SHANGHAI.

SOLE AGENTS OF THE MANUFACTURERS OF ALL KINDS OF

ELECTRICAL MACHINERY, APPARATUS, FITTING

ACCESSORIES, TELEPHONES, WIRES and

Cables, &c. &c.



RETAIL SUB-AGENTS—

WM. C. JACK & CO.,

1308] 14, Des Voeux Road, Hongkong.



SHORTEST & QUICKEST ROUTE

BETWEEN

THE FAR EAST & EUROPE.

via DAIREN.

WINTER SCHEDULE.

(Effective from October 28, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Train, and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Baikj Maru" (each 2,877 tons) as follows:—

NORTH BOUND.									
1st Class Fare	Shanghai (Steamer)	Dairen (S.M.R. Train)	Time	State Express (from St. Petersburg)	State Express (to Moscow)	Wagon Lit (from Moscow)	Wagon Lit (to Dairen)	Wagon Lit (to Shanghai)	Wagon Lit (to Kobe)
\$40.00	Shanghai (Steamer)	Dairen (S.M.R. Train)	8.00 a.m.	"	"	"	"	"	"
Y14.95	Mukden (S.M.R. Train)	Changchun (S.M.R. Train)	8.00 p.m.	"	"	"	"	"	"
Y11.50	Changchun (S.M.R. Train)	Harbin (S.M.R. Train)	4.05 "	"	"	"	"	"	"
R 9.60	Harbin (S.M.R. Train)	Shanghai (Steamer)	11.55 "	"	"	"	"	"	"
			8.10 a.m.	"	"	"	"	"	"

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WEATHER FORECAST AND
STORM WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North-East of the Colony.

2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

3. A CONE point downwards indicates a Typhoon to the South-East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards and BALL below indicates a Typhoon to the North-West of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the North-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

9. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

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25. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

26. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Watson's

EFFERVESCENT LIVER SALT

This valuable preparation speedily relieves Bilioussness, Sick-headache and all Derangements of the Stomach. It purifies the Blood by imparting the natural Saline Elements necessary to a healthy condition.

A. S. WATSON & CO., LTD.

HONGKONG DISPENSARY.

Hongkong, 21st October, 1910.

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—
Daily issue—\$35 per annum.
Weekly issue—\$13 per annum.
The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.30 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is \$1.00 per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 3, 1911.

CRIME AND INSANITY.

Is crime increasing or decreasing? The question is raised quite naturally by a perusal of the annual report of the Commissioners of Prisons at home, which was issued only the other day. The answer is not so easy to give that a mere yes or no fits the case. It varies according to the scope of the retrospective glance and the nature of the crime considered. It is easy, of course, to discover that including persons sentenced by Courts Martial and imprisoned as debtors, or on civil process, or in default of sureties, the total number of prisoners received under sentence during the year was 180,395, a decrease as compared with the previous year of 13,370; and that the number convicted on indictment and summarily was 167,095, or 404.8 per 100,000 of the population of England and Wales, which is the lowest point reached, except for one year (1900-1) during the last 30 years. But that does not quite cover the whole ground. If we glance backward over only ten years crime appears to be on the increase. If the survey includes a couple of decades the outlook is much more satisfactory.

The Commissioners themselves take a hopeful view. "Instead of bewailing an increase we should be congratulating ourselves on a very notable decrease." Yet, in places, the report is gloomy and saddening. Especially is this the case where youthful offending is dealt with. Young and habitual offenders return again and again to prison without any sense of shame whatever. "A brief sojourn in prison," says the Lady Inspector of Prisons, with reference to girls of this stamp, "is not unpleasant to them; they take the lightest view of the offence for which they pay so lightly. Many appear to have no moral sense whatever, and are genuinely unable to see that they have done wrong, or that their sentence is due to anything except luck, or the 'spite' or 'zeal' of the police."

Yet, even where it touches on crimes by the young the report tells of improvement. Thus, the prisoners committed to prison between the ages of 16 and 21 were reduced by nearly 40 per cent. The Borstal system, again, yields capital results. It is a striking testimony to its value that only about 20 per cent. who have been under it return to prison. One interesting feature of the report is that the Commissioners selected one fairly typical prison for examination and found that the results did not support the popular belief that imprisonment was valueless, or nearly so, as a deterrent. It appears that one out of every three received into prison for the first time returns a second time and that one out of every four becomes a habitual petty offender. On the other hand, "it is equally true," say the Commissioners, "that two out of every three find one term of imprisonment sufficiently deterrent to keep them out of prison for the future."

But, if on the whole the world of crime is a diminishing world, "the unyielding corpus of habitual crime" does not diminish in any degree. The convict population increases, and no feasible plan for improving this class of offender has been devised. Perhaps the reason for this failure to reform or control the recidivists is revealed in the report of the Medical Inspector, who notes the fact that a large percentage of prisoners are, if not insane, at least mentally defective. In many cases they are so far below the normal standard of intelligence as to be unfit for prison discipline. Is not that the whole thing? Is it not often the most meretricious of all that some of these people are found in a prison and not in an asylum. Should they not often be treated as mentally (or morally) diseased rather than as criminals? No decrease in recidivism can be hoped for until the whole question of the close connection between crime and insanity or feeble-mindedness is studied and determined. Until that is done the picture of the hardened, habitual criminal must remain gloomy and ugly and sombre.

DAY BY DAY.

No subject can support a long-continued conversation, excepting love.

Lieut. H. G. Stopford of H.M.S. Hardy has been appointed to command H.M.S. Teale.

An open air concert on the Roof Garden of the Hongkong Hotel will be held to-morrow night, beginning at 9 p.m.

At the Police Court this morning, ten gamblers were fined, by Mr. Hazell, the sum of three dollars each for gambling in a house in First Street.

Three rickshaw coolies, at the Magistracy this morning, were summoned for creating an obstruction outside the "Star" Ferry Wharf. They were each fined \$3.

Mr. Hazell had before him to-day the case in which a coolie was charged with being in unlawful possession of a quantity of cast iron. He was ordered to pay a fine of \$10 or go to prison for one month.

Inspector McHardy has been transferred to Wanchai, Inspector Kerr to Yauwatt, and Inspector Gordon to Kowloon City. Sergis, McDonald, and M. O. Sullivan have taken up the duties of acting inspectors at the Central Police Station.

The management of the Tramways Co., Ltd., with a view of connecting their service with that of the Canton railway have decided to run an extra tram at 7.30 a.m. on Sundays, which will enable Peak residents to catch the first train to Canton and intermediate stations on Sundays as well as week days.

A Penang telegram dated Oct. 10 says:—The wedding took place to-day at St. Mark's Church, Batterworth, of Dr. John Sutton Webster, medical officer, General Hospital, Penang, to Miss Mary Ashworth Walmesley, only daughter of the late Mr. James Walmesley, of Oldham, England. The Rev. J. L. Smith officiated.

In the British Consular Report on the trade and resources of the Congo, by Mr. Consul H. G. Mackie, it is noted that scientific missions are to be sent to Malaya and British India for studying tropical agriculture, irrigation, and the prevention of diseases in plants. Until it becomes possible to acquire experts versed in rural economies in Belgium itself, the staff will be drawn from other countries.

A West River steamer, the Shing Hing, was carrying a cargo of fireworks a few days ago when she caught fire and was burned to the water's edge in the harbour of Samelun. It appears that formerly the craft was used for carrying cargoes of oil and the wood had become saturated so that when she was well alight there was no hope of saving the vessel. The whole cargo was lost, but as far as is known there were no fatalities.

Unclaimed Telegrams.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's Office at Hongkong:—Bromfield Hongkong Hotel from Shanghai; Chinjuonsan No. 96 Tanshin Lodging House from Singapore; Chuijohi Nampakdong from Man-tin; Deonan from Melbourne; Guanluathung from Bangkok; Haphong from Singapore; Hup-songlong from Bangkok; Inada Tsuruya Hotel from Taipei; Komatsu Ataka from Taiwan; Kwonghongtuan from Bangkok; Langdon Captain care American Consul from New York; Loominglee passenger steamer Sang-choon from Singapore; Loong-sum 11 Jobre Street from Singapore; Luason 71 Street Telahay from Saigon; Massey from Shanghai; Meesquene Astor from Manoi; Moore care American Consul from Manila; Peck from Oakland, Cal.; Schmidt Habart Hongkong Hotel from London; Seawellinsiang passenger steamer Seangcheon from Singapore; Smith Pompey from Manila; Stockwell from Sydney; Swire from Singapore; Worlein from Singapore.

Engineer Commander Randle, of the Naval Yard, sailed for England in the s.s. Shinyo Maru yesterday.

Telegrams from Shanghai to-day stated that the shares of the Shanghai Land Investment Company had fallen to 11s. 9d.

The Messageries Maritimes steamer Ernest Simons will arrive in Hongkong on Sunday, Oct. 5, and will leave for Europe on the following Tuesday at 1 p.m.

In honour of the 50th anniversary of the birth of the Emperor of Japan, Consul and Mrs. Funatsu were "At Home" this afternoon at 19 Macdonnell Road.

Leave of absence, in extension, has been granted to Lieuts. A. G. White and G. F. H. Faithfull, 120th Baluchistan Infantry, from November 8 to 16, 1911, inclusive.

This morning, a gentleman whose name is at present unknown, but who is said to be an engineer on one of the Singapore boats, fell down the stairs of the Grand Hotel and fractured his skull. He was conveyed to the Government Civil Hospital in an ambulance.

The President and the Committee of the Ministering Children's League desire through our columns, to convey their most hearty thanks to all the helpers and stall-holders at the League's Annual Bazaar for their ungrudging co-operation and assistance and for the cordial zeal which made this yearly function so successful. They would also tender the following firms their grateful thanks for their most generous aid:—The Eastern Printing Office, The Proprietors of Pater's Chocolate, Messrs. Lane, Crawford & Co., Messrs. Kelly & Walsh, Messrs. A. S. Watson & Co., The Robinson Piano Co., and Messrs. Nam Hing Loong.

Typhoon Warning.

The following telegram was received by the American Consulate (General from the Manila Observatory at noon, to-day:—Cyclone or Typhoon—E. of Yap inclining northward.

Gun Practice.

It is announced in Garrison orders that sub-calibre and aiming rifle practice will be carried out as follows:—7th inst., from Stonecutters in a N.W. to S.W. direction, from 9 a.m. to 12 noon. 9th inst., from Pak-Sha-Wan in a N. to E. direction, from 9 a.m. to 1 p.m. 10th inst., from Pak-Sha-Wan in a N. to E. direction, from 9 a.m. to 1 p.m.

A Persistent Gambler.

At the Marine Court this morning, A. Ridout, assistant engineer on the s.s. Siberia, summoned a hawk named Chan Yu for being on board the vessel without the permission of the Master or the Chief Officer on Nov. 2.

Prosecutor had occasion to go on deck to find his staff and discovered them gambling with the defendant. He sent them to their work, but twenty minutes later he found them back again gambling with Chan.

The defendant was fined \$50 or in default 2 months' hard labour.

Seizure of Bombs.

An interesting seizure was made on one of the boats leaving the port yesterday when Sergt. Murphy and a party of Chinese police executed a search warrant on board the s.s. Chan Po. Amongst a quantity of luggage, claimed by queueless Chinese, was found a box which on a cursory examination apparently contained only a cooking outfit. The box was handled none too gently till one of the officers made a further examination and found that the box was fitted with a false bottom. This was prized open and then it was discovered that the box contained no fewer than eleven articles that were at once recognised as bombs. The owner of the box had made off during the search, but when the police went to make further searches on other river steamers they found the man they wanted on the Fraya. He was arrested and conveyed to the Central Police Station, where the bombs had been lodged in the Magazine. He will be detained pending the result of an examination of the bombs. They come from one of the Northern ports.

SOENGEI RAMPAH RUBBER CO., LTD.

First Annual Meeting.

The first annual general meeting of shareholders in the Soengei Rampah Rubber Co., Ltd., was held in the Company's office at 8A Des Vaux Road at 4.30 p.m. yesterday. Mr. A. Denison took the chair and others present were Messrs. H. Pinckney and W. O. Patterson (Directors), E. J. Grist, C. E. H. Beavis and C. N. G. Walker (Secretary).

The Secretary having read the notice convening the meeting,

The Chairman said: Gentlemen,—The Report of your Directors, and the Balance Sheet, have been before you for some time now, and I therefore propose, with your permission, to take these as read. I have not much to say to you this the first Annual General Meeting of our Company. Everything necessary to give you full information as to the position and the management of the business of the Company is set out in the Report and Accounts now submitted to you, which I venture to state cannot be considered to be otherwise than satisfactory. The Report shows that of the 2,000 acres of property possessed by the Company, 1,100 have been planted in rubber, and 400 will in a few months time be planted up with coconuts; the remaining 500 acres being left for us to deal with hereafter as appears best. 700 acres of rubber were planted about two years ago; and having regard to the fact that the soil in which they are planted is of excellent quality and the trees have grown very rapidly, we may expect to have a number of trees ready for tapping in 1913. Although some of them may be tapable in the spring, we do not intend to tap heavily until about the middle of that year, when we shall have about 700 acres averaging three and a half year old. Having such a large area to start on we trust we shall not have to complain as is the case with many companies which have 100 acres or so at a time coming into bearing, of the highest cost of the initial stages of production. From the outset the Company should be able to pay its own way and should be able to earn sufficient to pay dividends in no long time afterwards. You will observe that the 700 acres planted about two years ago stand in our books at a little over £20 per acre; that planted a year ago at a little over £17 per acre, and that planted this year at about £15 per acre. The first 700 acres planted should still be brought into bearing at about £25 per acre, but the later planting being original jungle and requiring heavy drainage will cost rather more. It is the initial expense of clearing, preparing, and planting which is so great—that of keeping a planted area clear is exceedingly small in comparison. With regard to the 500 acres of reserve land, the value of five pounds per acre might at first sight be considered rather high, but it must not be lost sight of that the principal drains are already made and our land being in a central district we have more to cut down the jungle at a cost of about ten shillings an acre and hand it over to the natives to plant a crop of paddy and we shall have a lot of cleared land almost ready for planting at under six pounds an acre, which is cheap. As you will perceive from the general remarks in the report, a considerable advantage is considered to be possessed by us over the majority of other plantations, in that our estate is in immediate proximity to a railway and the main road, and tapping will be rendered easy and cheap having regard to its special circumstances mentioned in these general remarks. You will also notice from the report that it is proposed to make a further call of 2s. per share on December 1 next, and probably a further call of 2s. 6d. a year hence. This latter call, it is thought, will not be sufficient to provide the means wherewith to erect the necessary factory, and to cover such other expenses as may have to be incurred before we begin to reap the benefit of our undertaking, which, as I have said, we hope to do the year after next. Before proposing the adoption of the Report and Accounts I shall be glad to answer any ques-

tions which any member present desires to put to me.

There being no questions, the Chairman proposed the adoption of the Report and Accounts. Carried unanimously.

Mr. Grist proposed and Mr. Beavis seconded that the Directors' fees be fixed at \$250 per annum. Agreed.

On the motion of Mr. Grist, seconded by Mr. Beavis, the retiring Directors were re-elected.

Mr. Pinckney proposed and Mr. Grist seconded that Messrs. Lowe, Bingham and Matthews be re-elected auditors and that their fees be fixed at \$150 for the first year and \$200 for the forthcoming year.

Carried unanimously. This was all the business.

RIISING AT SHUMTAK.

Revolutionary Flag Raised.

(THE "TELEGRAPH" CORRESPONDENT.) Canton, Nov. 2.

Yesterday news reached Canton of a rising at Simling and Tugmaling in the Shumtak district, created by the local bad characters. It is reported that these ruffians were under the leadership of the notorious robber Tsuk Lin-ching. The gang is said to be composed of several thousand men and their flag is similar to the revolutionary flag in Hupoh. The movement is not anti-dynastic, but their sole object is to loot for arms and ammunition, but not for money and valuables. This afternoon Mr. Kong Huang-yun, a local gentleman, left for the scene of the disturbance.

BOARDING HOUSE KEEPER'S CLAIM.

Before the Acting Chief Justice, Mr. Justice Gompertz, in the Court of Summary Jurisdiction this morning, Mr. Rose White sued D. Darward to recover the sum of \$45.

Mr. J. H. Gardiner appeared for the defendant, while the plaintiff appeared in person.

Mr. Gardiner stated that the defendant consented to judgment. It was only a question of instalments.

His Lordship—What do you offer?

Mr. Gardiner—\$10 a month.

His Lordship (To the plaintiff)—Are you willing to take that?

Plaintiff—No. The money has been owing for a long, long time.

His Lordship (To Mr. Gardiner)—What is your client?

Mr. Gardiner—He is employed at Watson's water factory. He is already paying \$30 in respect of another judgment.

His Lordship—Has he a family?

Mr. Gardiner—Yes.

By mutual consent, it was agreed that the plaintiff should see Mr. Gardiner in his office with a view to arriving at some arrangement.

FOOTBALL LEAGUE.

H. K. F. C. v. R. E.

To-morrow the Hongkong Football Club meet the Royal Engineers in a League game, commencing at 4 p.m. The Hongkong Club's team is as follows:—J. Clarke, goal; A. Hamilton, J. Maclean, backs; H. P. Jones; R. C. Barlow, C. Wilkes, half backs; K. R. Ford, W. Hadley, H. W. Mcon, W. Wilson and J. C. Roberts, forwards.

The "London Magazine" has published a reasoned argument against the practice of excessive salt eating. The article alleges that the practice of eating much salt upsets the composition of the blood and produces a tendency to bleeding, and that the "crude mineral" salt in habitual use artificially preserves waste tissues instead of allowing them to decay and vanish naturally, and thus the body becomes overloaded.

The digestive system cannot cope with it, and it is suggested that skin and even more serious internal disorders can be traced to the abuse of salt. The moral is drawn home in a novel fashion. The Apollo Belvedere is shown as he would have appeared had he been a victim to the deadly habit. He is represented as bald, his eyes are puffy, and he is disfigured by a double chin.

NOTES AND COMMENTS.

To-day is the anniversary of the birth of His Majesty the Emperor of Japan, the sovereign of the country to which Great Britain is bound not only by ties of friendship, but by the bonds of alliance.

To Mr. Funatsu, as the representative of His Majesty in Hongkong, we extend our heartiest felicitations on this auspicious occasion. Under the rule of the present Emperor Japan has emerged from semi-barbaric obscurity into a position beneath the limelight. No brighter reign has adorned the annals of the Island Empire, and it is fitting that the day of the Emperor's birth should be honoured not only by his own subjects, but

also by those of a friendly and allied nation. The official courtesies which have passed to-day between the representative of King George and the Consul for Japan are warmer and sincerer than might sometimes be the case and it is with genuine pride that the Japanese banking, shipping and commercial concerns have to-day dressed their offices with flags.

A timely article in the "South China Morning Post" calls attention to the dangers attending the water borne trade between Hongkong and the West River ports. At a time such as this, when the hands of the Provincial Government are rather overfull with troubles in the capital city, the outpouring pirates see a fine opportunity. It is due to them to say that when they do not see a ready-made opportunity they are generally ready to provide one. They are probably fully conversant with the state of affairs at Canton and know that it is impossible for the Government to take effective measures to render safe the river port trade. As our contemporary suggests it might be useful in more ways than one if British gunboats could be spared for patrol work. There may be diplomatic difficulties, but in the absence of any definite knowledge in regard to the Government to which the Two Kwang at present profess allegiance, there should be less need for punctilio than would be the case were conditions normal. Should an opportunity present itself to do in these waters what Brooke did around Sarawak so much the better. Piracy is an anomaly in the twentieth century.

Those who have occasion to transmit money to Shanghai are learning that the rebellion in Hupoh is having far-reaching consequences. The premium that has to be paid is to-day six per cent, but it has been as high as ten per cent. The cause is that Shanghai is in a state of panic which has led to the Chinese withdrawing deposits from the native banks and converting foreign bank notes into silver. This latter action was taken because the Chinese feared that paper money would be useless if the rebels took Shanghai. Although the banks had ample resources in various forms to meet these notes they were not all held in the shape of Mexican dollars and as the notes call for payment in Mexican dollars they had run up to a premium of ten per cent. This, naturally, was a source of profit to one or two of the stronger banks and accounted for the shipments of dollars from Hongkong to which we referred a couple of weeks ago. Upon advice of these shipments being sent the premium dropped to the neighbourhood of six per cent, the fall being aided by the better news from the front. Business in Shanghai is more or less at a standstill and the state of affairs has not been improved by the attitude of the Chinese banks towards their own orders. The Chinese in Shanghai are petitioning the Peking Government to go to their aid, but as things look at present Peking has too many troubles of its own to afford the assistance required.

THE REBELLION.

YUNNANFU FALLS.

A private telegram from a very reliable source states that there was heavy fighting at Yunnanfu, the capital of Yunnan, on the night of Oct. 30 and on the 31st between rebels and Imperialists and that the rebels have been victorious.

TELEGRAMS.

THE REBELLION.

HEAVY TOLL AT HANKOW.

[Exclusive Service.]

Shanghai, Nov. 3, 12.15 p.m.
Four thousand rebels have been wounded in the battle of Hankow. The battlefield is strewn with the unburied dead from the battle which has been raging for six days.

The European Concessions are barricaded.

AFRICA'S FLEET.

GREAT REVIEW.

[Exclusive Service.]

Shanghai, Nov. 3, 12.15 p.m.
One hundred and twenty-three American warships have been reviewed at New York and San Diego.

INTERPORT SHOOTING.

[Exclusive Service.]

Shanghai, Nov. 3, 2.30 p.m.
In the interport rifle match between Hongkong, Shanghai, Singapore, and Penang, Shanghai has scored 913. The conditions were good.

EAST INDIA COMPANY RELICS.

Messrs. Rubinstein, Nash, and Co., of 5 and 6, Raymond-buildings, Gray's Inn, write to the "Times": "In or about the year 1825 Captain John Paterson, then senior officer of the Honourable East India Company's ships, was presented with one large and two smaller silver salvers by the commanders of the various ships belonging to the company then stationed in China. The salvers are of elaborate design and workmanship, and they each bear a lengthy inscription showing that they are dedicated to John Paterson of the Honourable East India Company, and ship Repulse as a memento of the regard and esteem in which he was held by his brother commanders during the seasons 1821, 1823, and 1825, during which he discharged the duties of senior officer of the company's ships in China. The inscriptions are signed by the following gentlemen:—William Hay, Alexander Nairne, Richard Hawes, John Hine, Thomas Haviside, William Ho, Charles S. Timins, Richard Alsager, Henry Cobb, John P. Wilson, W. Crickshank, W. H. D. Dalrymple, David, R. Newall, Edward L. Adams, Samuel Serle, Thomas Baker, Richard Glasspool, John R. Munro, John Clarridge, Robert Locke, Joseph Stanton. It occurs to us that these salvers may be of interest to the authorities or to the relatives or descendants of the commanders whose names appear on the inscriptions. We shall be pleased to hear from any one interested."

H.M.S. Sandpiper left to-day for Canton.

Mr. Siemund of Taiping Mu-um has sustained a serious loss, some miscreant having shot his black and white terrier. This clever little dog had been trained as a retriever and was used in Government service to bring small birds, shot for specimens, out of the jungle. But did this with remarkable skill without hurting a feather, and was training other dogs to do the same.

PEACE CONVENTIONS AND TRIPOLI.

It was left to Mr. Stoddard, says the London correspondent of the "China Press" writing on Oct. 7, to print in a letter to the "Times" that all the Governments of the world have apparently forgotten the Hague Convention, though it is only four years old. But the fact is we all forgot it in face of Italy's full accomplishment, and the fact is a curious commentary on the real progress of the peace-movement. The signatory Powers consider it their duty, if a serious dispute threatens to break out between two or more of them, to remind these latter that a Permanent Court is open to them. In the case of a conflict between two Powers one of them can always address to the International Bureau a note. Even Turkey apparently forgot the International Bureau.

Italy's ruthless resort to Bismarckian methods has met with no approval in the press of England, or for that matter, of Europe. Her grievances, as per the list supplied by her own Foreign Office, form the best of a flimsy pretext for the seizure of a country. On that point I give the evidence of an impartial American, well acquainted with the country, Mr. Richard Norton, Director of the American Excavations at Cyrene. "No Sir," he says, after reading the Italian despatch, "let the Italians grab Tripoli if they are able, but let them at least cease to steal the laurels of Gilbert and Sullivan by such lists of grievances as those now put before us."

Mr. Carnegie's splendid Palace of Peace at the Hague has incidentally given a writer in the Paris "Matin" a text for some satirical banter. He suggests that in the interests of peace it should be pulled down, for war is threatened every time a stone is added to it. The South African war followed hard on the heels of the decision to erect the palace. When the plans were approved of Russia and Japan went to war, and when the first battle had been laid the Kaiser visited Tangiers and the Morocco tangle began. With the completion of the first storey Austria annexed Bosnia-Herzegovina, when the roof was put on Italy declared war on Turkey. The writer in the "Matin" trembles to think of what may happen when the decorators get to work and the furniture is moved in.

The path of international arbitration has certainly not been smoothed by Italy's action. The bitter comment of the "Observer" crystallises an aspect of the zonal feeling which will not be easily dissipated.

"On the morning of Armageddon pacifists will still be found announcing the millennium, but Europe as a whole has awakened with a superstitious shiver from its vainest dream. In a world where the Tripolitan coup is possible, any conceivable development of international violence may occur. Six months ago nations were as credulously entranced by a new promise of universal arbitration as the fated children were bewitched by the Piper. Now, in the twinkling of an eye, one of the Great Powers has declared a war so unexpected and almost stupor public opinion throughout Europe."

Mrs. Boght-Pucker, of the Salvation Army, is still very ill with feverish similes. She has had two months of continuous fever, and the last pronouncement was that her illness was enteric. The last account, says the "Statesman," was that a very slight improvement had taken place.

OXFORD LOCAL EXAMINATIONS.

Honours List.

Mr. T. K. Dealy, Hon. Secretary, sends us the following results of the Oxford Local Examinations, Hongkong Centre, held in July, 1911:—

Seniors.

The following candidates satisfied the examiners and obtained honours and the title of Associate in Arts:—

Second class honours.—Mok Hing-cheung, D.
Third Class Honours.—Cheung Kai, J.; H. Wilham, D.

SENIORS.

Senior Candidates born on or after July 1, 1892, who satisfied the examiners and obtained the title of Associate in Arts:—J. M. Addison, D.; R. D. Baptista, J.; C. Breitenfeldt, D.; Chan Chieh-hoi, Q.; Chau Ju-chio, S.; Chik Yam-Kwong, Q.; W. Ezra, J.; Fung Hon-hung, D.; J. M. Hall, D.; Lai Hau-chin, S.; Lai Hau-ying, S.; Leung Kik-ling, Q.; Lo Kwan-in, S.; Lo Shiu-tan, Q.; Lo Tat-tin, D.; S. Moosdeen, Q.; R. A. Ozorio, J.; T. Rowan, D.; Shee Ton, Q.; Fung Chie-ko A. J.; Wong Oi-kut, S.; Wong Po-chie, S.; Wong Tai-cho, Q.; M. A. Nuxier, Q.; J. Young, J.; Yung Hin-hang, S.; Li King-ngo, Q.; Ma Hon-ying, S.; Ng See-hing, S.G.; Woo Fook-ye, C.

Over-Age List.

Containing the names of the Senior Candidates who, having been born before July 1, 1892, satisfied the examiners:—Chau Wing-to, P.; Chan Chiu-yun, P.; Lau Chan, S.; Tang Yung-lam, S.; Wong Po-shan, P.

Seniors Special.
All previously passed, and all again pass and receive Certificates:—Ng H. H., A.A.; Leung I.W., A.A.; Mok C. A.A.; Tai Tung-pui A.A.; Tang On-wing A.A.; Wei Wing-hon A.A.; PT; Wei Wing-lok A.A., PT.
Candidates not Passed, but "Exempted from Responses":—Cheung Kai, Mok Hing-cheung.

JUNIOR DIVISION.

Honours List.

Third Class.—P. Abesser, D.; Nguyen Xung-Cheo, J.

Pass List.

Junior Candidates born on or after July 1, 1894, who satisfied the examiners:—R. Anderson, D.; C. O. Baptista, J.; R. Palmann, J.; R. Bourgeois, J.; E. H. W. Gomes, J.; F. Gourdin, D.; R. E. Hyndman, J.; A. G. Kew, D.; Ko Yee Long, J.; Lai Im-tong, Q.; Lam Chiu-yat, E.; Lam Fook, S.; Leung Wing-in, J.; Lung Ping-tung, J.; Mok Hing-kui, S.; F. M. Murray, J.; O. Musso, J.; Ng See Ho, S.; L. M. Ozorio, J.; H. L. Reich, J.; P. R. Ribeiro, J.; M. Runjahn, D.; A. D. Sequeira, J.; Tsang Tsoi U, E.; Wan Ah-hung, Q.; P. Wong J. Young Po-man, E.; J. D. R. Ablong, B.; E. Ahwee, B.; M. C. Braga, J.; H. Gourdin, D.G.; M. Lesbiral, B.; P. M. Mooney, B.; D. S. Rodger, K.; Woo Wing Yee, C.; A. M. Xavier, B.

Over-Age List.

Containing the names of the Junior Candidates who, having been born before July 1, 1894, satisfied the examiners:—Chan Sui-cheung, P.; Chau Chi-cheung, J.; Cheung Hui-to, D.; G. A. de Carvalho, J.; Ho Kwong-shun, Q.; Ho Nai-shun, Q.; Ho U-chiu, E.; Kwok Shiu-chung, E.; Lai Hing-on, E.; Lam Kwan-shan, E.; Lam Ming, Q.; Li King-hong, P.; Li Chuk-fan, Q.; So Cheuk-pau, Q.; Wong Shiu-ying, P.; Wong Wai-hung, E.; R. E. Dodd, D.G.; B. Elias, J.; J. Rodger, K.

PRELIMINARY DIVISION.

Honours List.

Preliminary Candidates who satisfied the Examiners and obtained Honours:—Second Class Honours.—Pak Su-huen, D.
Third Class Honours.—G. A. Ahwee, D.; Li Ju-cheung, E.; G. Matlock, D.

Pass List.

Preliminary Candidates born on or after July 1, 1897, who satisfied the examiners:—Au D., P.; O. W. Berrington, V.; Chan U-kwan, P.; W. Gittins, D.; P. C. Kora, J.; Li Kai-fong, P.; T.

SIOP PRESS.

MUTINY AT SHANGHAI.

POLICE INCENDIARIES.

Shanghai, Oct. 3, 4.15 p.m.
The native police in the districts on the borders of the International and French Settlements at Shanghai mutinied at noon to-day.

Several houses were fired by the police, but the outbreak was eventually extinguished.

At present things are quiet.

A. Martin, K.; A. Osmund, J.; G. Owens, D.; G. Reich, J.; F. Reis, J.; R. Yip, P.; Yung Hin-lun, P.; V. Crees, F.; A. Hayes, I.; M. Neaves, K.; A. M. Thynne, M.

Over-age List.

Containing the names of the Preliminary Candidates who, having been born before July 1, 1897, satisfied the examiners:—G. E. Ahwee, D.; A. Alaraki, D.; Au Lee-yun, P.; J. M. Braga, J.; J. Crockett, D.; R. P. C. Bruhn, D.; Chan In-kun, Q.; Chung Tsung-kwai, R.; H. F. da Luz, J.; Fok U-lun, Q.; Fok Wing-kan, S.; Fung Chiu-in, Q.; A. Gifford, D.; G. A. Hall, D.; Hau On-wa, S.; J. Kelly, D.; Kong Hoo-cheung, D.; Kwan Fan-pak, Q.; Kwong Ming, J.; Leo In-ju, Q.; Lin Luk-ching, Q.; Ma T-ing-cheung, P.; J. Mackenzie, D.; Mak Taz-wo, Q.; Pan In-tat, Q.; H. Rozario, J.; W. Sieh-sen, D.; F. Silva, J.; M. Tang, J.; A. C. Tavares, J.; J. Thynne, J.; P. Wong, D.; Wong Ue-tai, S.; Wong Ying-tau, Q.; Nham Van Xuong, J.; Yung Man-kan, Q.; P. Chan, J.; Chan Pui-lau, Q.; Chan Wing-hun, J.; Chan Wai-lai, J.; Cheung Cheuk-kan, J.; Chow Chong, Q.; Chi Hin-loi, Q.; Chung Kwong-ha, Q.; Fok Pak-wing, Q.; Fok Tung-huen, Q.; Fok Yung-yui, Q.; Fung Shu-pui, J.; Y. Hachima, Q.; Ho Nai-pui, S.; Kwok Tsun, Q.; Lam Kai-tai, Q.; Lau Koo-ching, S.; E. Leo, P.; Leung Yun-lun, S.; Li Ju-cheung, Q.; Li Lin-cheung, D.; Lo Chung-man, Q.; Mok Hing, D.; Ng Ki-chung, Q.; Pak Liu-tong, D.; Poon Yan-chi, S.; So Shing-po, J.; Tsang Chun-king, E.; Tsang Sam-hon, E.; Wan Chien-ming, E.; Wan Man-hing, Q.; Wei Kwong, E.; Yung Po-chiu, Q.; L. Ayock, I.; J. Braga, I.; A. Cerva Ho, I.; Cheung Fook-to, B.; Chiu Yee-ching, S.G.; M. Crombetta, E.; A. Evans, D.G.; L. Parias, I.; V. Ho Tung D.G.; K. G. Jenkins D.G.; N. C. Knight M.; A. A. Lecour E.; Liang Yat-kwan S.G.; O. Matlock I.; H. Osmund I.; G. M. Razavett E.; Shee In-chee Q.; Shee Wai-ching S.G.; C. Johansen C.; Shin Tak-hing B.; Tso Mi-ching S.G.; A. Yeung I.

Distinction in Chinese.
Exempted from Responses.
Distinction in Geography.

B. means Belilios Public School, C. means C.M.S. High School, D. means Diocesan Boys' School, D.G. means Diocesan Girls' School, E. means Ellis Kadoorie School, F. means French Convent, I. means Italian Convent, J. means St. Joseph's College, K. means Kowloon School, P. means St. Paul's College, PT. means Private Tuition, M. means St. Mary's School, Q. means Queen's College, S. means St. Stephen's College, S.G. means St. Stephen's Girls' School, V. means Victoria British School.

The death is announced of Mr. George Brown, father of the Liverpool cotton exchange.

Mr. F. Knicker, formerly of the F. M. S. Government service, will arrive at Penang shortly on a visit connected with the business of the Scientific Development and Cultural Association, Ltd., which is a combination of scientists skilled in all branches of cultural knowledge for the purpose of supplying to commercial men, financiers, and others, expert information regarding the prospects, possibilities, and intrinsic value of estates and mining properties, and forests and agricultural concessions in tropical and sub-tropical countries. Mr. Malcolm Duncan will be associated with Mr. Knicker in the administration in the East.

DAM BURST IN AMERICA.

A Town Effaced.

The Washington correspondent of the "Times," telegraphing on Oct. 1 said:—

The town of Austin in Northern Pennsylvania was destroyed by flood and fire yesterday. A sixth, possibly a third, of its population of 3,000 is said to have perished.

Two years ago a concrete dam was built across the narrow valley above the town, 230 ft. in length and 40 ft. in height. This caught the waters of the Freeman River, which formed into a large lake and supplied power for the Bayless Pulp Paper Company. The dam began to leak a month after its completion. There was a panic in the town, but the warning apparently went unheeded. Yesterday afternoon, with 45 ft. of water behind it, the breast of the dam appears to have given way.

The dam contained 400 million gallons, and a roaring waste of water rolled down the valley upon the town, which lies 300 ft. below. It swept along with it a mass which had been piled beneath the dam and overwhelmed the flimsy wooden structures of which Austin mainly consists. Many were carried bodily away; others collapsed. The flood traversed the mile and a half separating the dam from the town with such speed that, in spite of the warning whistles of the paper mill, hundreds of people were unable to escape to the hills and were swept away, or crushed and imprisoned in the ruins of the buildings.

Destruction Completed by Fire.
Fire completed the havoc of the flood. The torrent laid bare and broke the pipes beneath the streets, and when it passed gas poured forth in a dozen places and speedily ignited. Flames leaped high in the air and sped beneath a strong wind from house to house. Many who escaped the flood are believed to have met with a worse fate as the fire destroyed the buildings in which they were imprisoned.

In the absence of apparatus for fighting the fire and in the face of the deadly gas fumes little could be done to rescue them, but those who might have aided seem to have been dazed by the disaster and lost the power to act. The fire continued to burn throughout the night.

According to eye-witnesses the flood performed its work in 30 minutes, piling up wooden buildings against brick ones, and carrying along an ever-increasing mass of wreckage, and digging a pit 15 ft. wide and 3 ft. deep through the town. The distress of the survivors is naturally acute, but assistance is being sent from all quarters; 100 bodies have been recovered. The disaster recalls in many respects that which overtook Johnstown in the same State 22 years ago.

Among those who perished in the Austin disaster are Mr. Frank H. Baldwin, a State Senator, and his entire family, whose home was situated in the lower part of the town.

The town of Costello, four miles distant, has been destroyed, but only three lives were lost there, as the inhabitants were warned by a motorist, who risked his life driving before the flood shouting "Flee to the hills."

DON'T FORGET.

Friday, November 3.
Cathedral Choir Concert.
Wednesday, November 8.
Sale of work and concert at Union Church Hall.

LATE SHIPPING NEWS.

ARRIVALS.
Hong Bo, Ch. s.s., 2,050, Kinghorn, 3 d Nov.—Singapore 27th Oct., Gen.—Joo Tek S'ing.

To-day's Advertisement.

HONGKONG HOTEL.

BY kind permission of Pacific Mail Steamship Company, the Band of the S.S. "Siberia" will give an OPEN AIR CONCERT on the Roof Garden, commencing at 9 p.m. on SATURDAY, the 4th inst.
J. H. TAGOART, Manager.
Hongkong, 3rd Nov., 1911. 1471

MILK
FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

HONGKONG WEEKLY TELEGRAPH.

Contains all the news of the week in a most attractive form and is the paper for reading to friends at home, with photograph of H.E. Sir Frederick Lugard with H.E. Chang Ming-chi and his suite. This week's Contents:—

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CANTON-KOWLOON RAILWAY.

BRITISH SECTION.

NOTICE.

FOR convenience of passengers the train to Kowloon at 8 a.m. on work days will leave at 8.15 a.m. on Sunday mornings only.

By Order,
E. S. LINDSEY,
Manager.

Kowloon, 1st Nov., 1911. [1467.]

P. PULAR
"ASAHI" BEER

At our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuable articles being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, where delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining uncollected after the 9th of November, 1911, will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th of November, at 9.30 a.m.

All claims must reach us before the 14th of November, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MEIHOERS & CO., General Agents.

Kowloon, 1st Nov., 1911. [1467.]

SHERRIES

That are famous all over the world for their Superb

Quality and Flavour can be obtained from us at very reasonable prices. We are agents for the Marques del Meriton Sherries, which have a world wide popularity on account of the exquisite delicacy of their flavour and superior quality. We have also Sherries from Buckingham Palace (bearing the Royal Seal) which cannot be equalled in the East.

Prices from \$1 to \$10 per Bottle.

H. PRICE & CO., LTD.

WINE MERCHANTS.

12, Queen's Road Central,

HONGKONG.

Tel. No. 135.

Hongkong, 31st October, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER, SAYING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. Connecting with Royal Mail Atlantic Steamers. (Subject to alteration.)

From Hongkong	From St. John, N.B.
"EMPEROR OF INDIA" Satur. Nov. 4.	"EMPEROR OF BRITAIN" Fri. Dec. 1.
"EMPEROR OF JAPAN" Satur. Dec. 2.	"EMPEROR OF BRITAIN" Fri. Dec. 29.
"EMPEROR OF INDIA" Satur. Jan. 27.	"EMPEROR OF BRITAIN" Fri. Feb. 23.
"EMPEROR OF JAPAN" Satur. Feb. 24.	"EMPEROR OF BRITAIN" Fri. Mar. 22.

S.S. "EMPEROR OF INDIA" calls at Hongkong instead of Nagasaki. Steamers will depart from Hongkong at 7 a.m.

Each Trans-Pacific "Emperor" connects at Vancouver with a Mail Express Train and at St. John, N.B. with Atlantic Mail Steamers as shown above. The "Emperor of Britain" and "Emperor of Japan" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the latest wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers to Europe have the option of going forward by any Trans-Atlantic Line (either from Canadian Ports or from New York or Boston).

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Service Officials (located in Asia, and to European Officials in the Service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privilege at the various points of interest en route.

R.M.S. "EMPEROR OF INDIA" carries only "One Class" of Cabin Passengers (formed Intermediate) the accommodation being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £71.10/- Via New York £75.10/-

For further information, apply to D. W. CRADDOCK, General Traffic Agent, 40, Queen's Road, Hongkong.

INDO-CHINA STEAM-NAVIGATION CO. LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENTSIN	CHONGSHING	Saturday, 4th Nov., 1 p.m.
SHANGHAI	CHOYSAUNG	Saturday, 4th Nov., 1 p.m.
MANILA	HOONGSANG	Saturday, 4th Nov., 2 p.m.
SHANGHAI, SWATOW, HOONGSANG		Tuesday, 7th Nov., Noon.
SHANGHAI, KOBE, & YOKOHAMA	NAMSANG	Friday, 10th Nov., 11 a.m.
MANILA	YUENSANG	Saturday, 11th Nov., 2 p.m.
SINGAPORE, PENANG, & CALCUTTA	POOKSANG	Monday, 13th Nov., Noon.

RETURN TOURS TO JAPAN (Occupying 21 days). The steamers "Kutsang," "Namsang," and "Pooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Japan Sea) and "Manji" to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chooan, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kaitum, Lahat, Davao, Simporia, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE-MATHEW & CO., LD. Telephone No. 215. General Managers. Hongkong, 3rd November, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D.W.	On, or about
"STRATHLYON"	J. B. Shaw	8,000	November 21st.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America.

Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Rates Express to American and Canadian Ports.

For Rates of Freight or Passage apply to THE BANK LINE, LIMITED, KING'S BUILDING, PRYCE CENTRAL.

Telephone No. 786, Hongkong, 26th October, 1911.

NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS. S.S. "DUNERIG" 3,000 tons To be despatched on Dec. 8. S.S. "KATANGA" 5,600 tons To follow and regularly thereafter.

For rates of Freight or Passage, apply to THE BANK LINE, LIMITED, Managing Agents. Hongkong, 28th August, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION

Destinations	Steamers	Sailing Dates
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAGA MARU, Capt. M. Hagino, Tons 7,000 ATSUTA MARU, Capt. Wm. Thompson, T. 9,000 HITACHI MARU, Capt. T. Yamawaki, T. 7,000	WEDNESDAY, 8th Nov., at Daylight. WEDNESDAY, 22nd Nov., at Daylight. WEDNESDAY, 6th Dec., at Daylight.
VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 2nd Dec., from KOBE

VICTORIA, B.C., & SEATTLE via SHANGHAI, MOI, KOBE, YOKOHAMA, OMI, & YOKOHAMA	AWA MARU, Capt. Iizawa, Tons 7,000 NINBA MARU, Capt. S. Tominga, Tons 7,000	TUESDAY, 7th Nov., at Noon. TUESDAY, 5th Dec., at Noon.
SYDNEY & MELBOURNE via BOURNE, MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	YAWATA MARU, Capt. T. Sakine, Tons 5,000 NINBA MARU, Capt. M. Yagi, T. 6,000	FRIDAY, 24th Nov., at Noon. THURSDAY, 21st Dec., at Noon.

SHANGHAI, MOI & KOBE	CEYLON MARU, Capt. Tazawa, Tons 6,000	TUESDAY, 7th November.
YOKOHAMA, OMI, & YOKOHAMA	NIKKO MARU, Capt. M. Yagi, T. 6,000	WEDNESDAY, 22nd Nov., at Noon.
KOBE & YOKOHAMA	MIYASAKI MARU, Capt. T. Mura, T. 9,000	THURSDAY, 9th Nov., at 11 A.M.

BOMBAY via SINGAPORE & COLOMBO	TOSA MARU, Capt. T. Sato, T. 6,000	TUESDAY, 14th November.
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Fitted with new system of wireless telegraphy. Carries 200 passengers. Cargo only.

NEW LINE OF STEAMERS BETWEEN KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The next steamer to sail from Hongkong: "MIKE MARU" Tons 4,000, Capt. M. Tabusa, Nov. 18th.

1912 PASSENGER SEASON 1912

FOR EUROPE:

Steamer	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kawano	Feb. 14th.
KAMO MARU	9,000	F. L. Sommer	Feb. 28th.
KAMI MARU	7,000	K. Homma	Mar. 13th.
MISHIMA MARU	9,000	A. C. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Mura	May 22nd.

FOR SEATTLE:

Steamer	Tons	Captain	From Hongkong
INABA MARU	7,000	S. Tominga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 20th.
SANUKI MARU	7,000	T. Iizawa	April 9th.
AWA MARU	7,000	S. Tominga	April 23rd.
INABA MARU	7,000	S. Tominga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Colston Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For SHANGHAI, CHEFOO & "HUICHOW" 4th Nov. M'night.

TIENTSIN, MANILA, ILOILO & CEBU, "TEAN" 7th 4 p.m.

SHANGHAI, "CHINHUA" 9th 4 p.m.

SHANGHAI, "ANHUI" 11th M'night.

MANILA, CEBU & ILOILO, "KAIFONG" 14th 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin crew Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Kaifong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenzu, Lintan, Chinghua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares—Single \$45. Return \$75. For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 38, Hongkong, 3rd November 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong: OUTWARD.

For Shanghai, Kobe & Yokohama: S.S. "Scandia" 14th Nov. 2nd Dec.

For Hamburg & Hamburg: S.S. "Bayern" 7th Nov. For Rotterdam, Hamburg & Antwerp: S.S. "Sachsen" 12th Nov.

For Rotterdam, Hamburg & Antwerp: S.S. "Arctia" 16th Nov. For Hamburg & Hamburg: S.S. "Freinfels" 21st Nov.

For Rotterdam, Hamburg & Antwerp: S.S. "Sithonia" 6th Dec.

For Further Particulars, apply to Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 3rd November, 1911.

HONGKONG PHILIPPINES STEAMSHIP CO.

Steamship, Tons, Captain, For, Sailing Date.

ZAFIRO	4000	M. G. Smith	MANILA, CEBU & ILOILO	FRIDAY, 10th Nov., 4 p.m.
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 20th Nov., 4 p.m.

For Freight or Passage apply to SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 1st November, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Freight and Passage, apply to A. R. MARTY, 24, Des Voeux Road.

Telephone 118, Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS	20th Oct.	Saturday, Nov. 11.
EASTERN	17th Nov.	Dec. 9.
ALDENHAM	1st Dec.	Dec. 23.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars, apply to Gibb, Livingston & Co., Agents.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	21,000	W. W. Green	Dec. 1st, Noon.
S.S. "Nippon Maru"	11,000	A. O. Stevens	Dec. 22nd, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	Dec. 29th, Noon.

These steamers are equipped with Turbine Engines and Triple Screws. All steamers carry Japanese Government wireless telegraph and post office.

The steamer CHIYO MARU will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 1st December, at Noon.

INTERMEDIATE SERVICE. The S.S. "Nippon Maru" will be run as an Intermediate Steamer on and from 22nd December, 1911. Rates of passage furnished on application.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Mazatlan and Tehuantepec National Railway at Salinas Cruz).

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration)

Steamer	Tons	Date of sailing
Hongkong Maru	11,000	Wednesday, Dec. 13, Noon.
Kiyo Maru	17,500	Tuesday, Feb. 13, Noon.

The steamer "KIYO MARU" will be despatched for MEXICAN, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on WEDNESDAY, 21st Dec., at Noon.

For Further Particulars as to Passage and Freight, apply to K. MATSUDA, Agent.

Telephone No. 38, Hongkong, 3rd November 1911.

COMMERCIAL.

Insurance in Japan.

The growth of insurance in Japan is a very interesting subject. That its progress in the past ten years has been marvelous was only to be expected from the rapidity with which the Japanese have absorbed Western nations, and kept forward in arts both of peace and of war. Insurance has not been neglected by any means, and though in ten years (1900-1910) there has been a decrease in the number of life companies from 43 to 33 the insurances in force have increased nearly 300,000,000 yen. Again as far as fire is concerned, the companies have decreased by three. Yet the insurance in force has increased by over 650,000,000 yen.

There has been an increase in marine companies, and also in what are called transport companies, and the actual business in both branches has materially increased. "Insurance companies," says the "Financial and Economic Annual" (Japan), "were first organized about 1881 in our country; but for some years subsequent thereto, there were no regulations for the supervision of these companies. In March, 1899, was put in operation the present commercial code, which, amongst other things, lays down the law respecting insurance contracts, and was followed in the ensuing year by the Insurance Business Law, which provides for the control and supervision of insurance companies. Insurance business, under this law, may be carried on either by a joint stock company or on the mutual plan. In either case special permission is needed for the establishment of the business. The capital of a joint stock insurance company and the foundation fund of a mutual insurance company must be not less than yen 100,000 (\$10,243). An insurance company is not permitted to engage at the same time in any other business in addition to that of insurance nor may life insurance business be carried on together with any insurance against business loss."

The World's Silk Production. The final statistics of the world's silk production in 1910, published by the Syndicate of Silk Merchants at Lyons, confirm the estimate made some time since that the increase in Asiatic crops would compensate for the deficit in European crops, the syndicate arriving at a total of 24,495,000 kilos., against 24,510,000 in 1909, or a decline of only 15,000 kilos.

To this aggregate Eastern Europe (France, Italy, Spain, and Austria-Hungary) contributed 4,700,000 kilos., against 5,386,000 in 1909; whilst the Levant and Central Asia produced 2,800,000 kilos., compared with 3,038,000 in 1909.

Both these figures are exceeded by the Far East with a total of 16,995,000 kilos., against 16,037,000 in 1909 and 15,838,000 in 1908. Exports from Shanghai were 5,193,000 kilos., against 5,185,000; from Canton, 2,637,000, against 2,295,000; and from Yokohama, 8,935,000, against 8,372,000.

A review of the figures for the past 40 years shows that the world's silk production has advanced without interruption in quinquennial periods. European crops have been stationary for the past 20 years, and the aggregate increase is due to the countries of the Levant and Central Asia and above all to the Far East. It may be remarked that the world's consumption of silk has increased in a parallel manner with the production.

LOG BOOK.

The Rickmers Fleet.

A new steamer was recently launched at the Rickmers Yard at Bremerhaven, and was christened *Ursula Rickmers*, after the youngest daughter of Herr Paul Rickmers, proprietor of the firm of Rickmers & Co., who also personally represents more than 90 p.c. of the share capital of the Rickmers Rice Mills, Shipping Company and Shipbuilding Co., Ltd., of Bremen and Bremerhaven. This steamer was placed in the Rickmers Siberian line touching regularly at Tsingtau, and took its first cargo to Siberia at the beginning of Sept. immediately after its trial trip. The *Ursula*

Rickmers is a sister-ship of the *Anno Rickmers* which made its trial trip last April and was placed in the same service.

Both these steamships, like all the rest of the Rickmers fleet, which has a total loading capacity of about 130,000 tons, were built at the Rickmers' private yard. The high credit in which the fleet is held not only by all shippers is well known, and not only as regards speed, which averages 12.1 knots per hour, so that the trip from Hamburg to Dalny is accomplished in about 45 days, but also from the fact that this firm from its many years' experience constructs its vessels of special strength. The steamers are thus, not to use an expression well known in nautical circles—"made by the yard," but represent a class of ships which are built first and foremost for the purpose of yielding the best practical results. To mention only one fact, all the vessels are provided with bronze screws which not only give the ships a better and more profitable speed but also add to its security in that they guarantee the ship, humanly speaking, against accidents caused by keels or damage to the screws such as happen so often to those of iron, for the bronze screws bend but do not break.

The place in the graving-dock made vacant by the completion of the *Ursula Rickmers* will be immediately occupied by another eight-thousand tonner, while, among others, the construction of a steamer of the same size for the Rickmers Siberian line, with a speed of about 14.1 knots, is progressing. It may also be of interest to add that the present average age of the vessels of the Rickmers fleet is only about three years.

Intimations.

A LING & CO.

FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.
9, Queen's Road. [1863]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHAW, TOMES & CO.,

General Managers.

Hong Kong, 19th Aug. 1910. [140]

Intimations.

AERTEX

CELLULAR.

REGAL

SHOES

J. T. SHAW,

TAILOR

and

OUTFITTER,

21, Hongkong Hotel Buildings,
Queen's Road. [1258]

DEAK TRAMWAYS CO.

LIMITED.

TIME TABLE.

WEEK DAYS:
7.00 a.m. to 8.00 a.m. Every 15 min.
8.30 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. Every 15 minutes.

SUNDAYS.

7.30 a.m. to 10.30 a.m. every 15 min.

10.30 a.m. to 11.00 a.m. " 10 min.

11.45 a.m. to 12.00 noon " 15 min.

12.00 noon to 1.00 p.m. " 10 min.

1.00 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 6.00 p.m. " 10 min.

6.00 p.m. to 7.00 p.m. " 15 min.

7.00 p.m. to 7.10 p.m. " 10 min.

NIGHT CARS on Week Days.

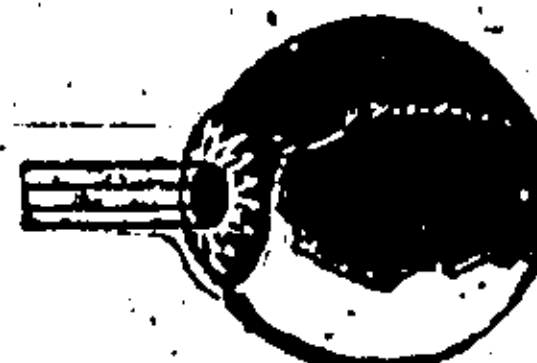
Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON,

General Managers, Hong Kong, 3rd Nov. 1911.



SUN GLASSES.

Any tint made to any prescription.
No charge for testing sight.
Repairs of all description made by competent workmen.

N. LAZARUS,

Ophthalmic Optician,

14, D'Aguiar Street,

Hong Kong, 24th July, 1911. [929]

THE CHINA PROVIDENT

LOAN AND MORTGAGE

CO., LTD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House, Property &c.

Goods received on Storage.

Advances made on Merchandise.

L.A.S. made on the Provident System.

(Rates and Particulars on application)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Underwritten and Executed

SHEWAN, TOMES & CO.

General Managers.

Hong Kong, 19th March 1910. [14]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	PAWAN	About 3rd Nov.	Freight and Passage.
SHANGHAI	DELTA	About 9th Nov.	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	ARADIA	Noon, 11th Nov.	See Special Advertisement.

For Further Particulars, apply to

R. A. HEWETT,

Superintendent.

P. & O. S. N. Co.'s office,

Hong Kong, 30th October, 1911.

[4]

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL ON

ANILA, ANGAUR, YAP, FRIEDRICH, WILHELMSHAFEN, BABAU, SAMARAI, BRISBANE & SYDNEY	PRINZ WALDEMAR	6,100	(SATURDAY, 4th November, at 10 a.m.)
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KOBE & YOKOHAMA "COBLENZ" 6,750 (About TUESDAY 14th Nov.)

All the steamers of the European Line are fitted with Wireless Telegraphy.

New System of T-4 tank n.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hong Kong, 3rd November, 1911.

[7]

A. P. JEANNOU, 15, Queen's Road Central.

Just arrived a Large Stock from Italy.

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs.

[1220]

THE LEEDS FORGE CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description. Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hong Kong and China.

THE AIKOO DOCKYARD & ENGINEERING CO.,

OF HONGKONG, LTD.

Agents, BUTTERFIELD & SWIRE.

Hong Kong, 23rd September, 1911.

[1403]

SHIPBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships—Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINES for Chains, Wire Ropes, Rivets and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LIMITED. HONGKONG, HONGKONG.

BUTTERFIELD & SWIRE

HONGKONG, CHINA.

Shipping—Steamers.

DOUGLAS STEAMSHIP CO. LD

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Exceeding Calm.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 days.)

STEAMERS.	CARRIAGE.	LEAVING.
Haiyang ...	Capt. J. W. Evans ...	WED. DAY, 8th Nov. at Noon.
Haitan ...	Capt. J. S. Roper ...	FRIDAY, 10th Nov. at 11 A.M.

Steamers will arrive at, and depart from the Co.'s Wharf at the Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,

General Managers.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjikini	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tjilatjap	JAVA	1st half Nov.	SHANGHAI	1st half Nov.
Tjilawong	SHANGHAI	1st half Nov.	JAVA	1st half Nov.
Tjipanas	JAVA	1st half Nov.	JAPAN	2nd half Nov.
Tjimanok	JAVA	2nd half Nov.	JAPAN	2nd half Nov.
Tjitaroom	JAVA	2nd half Nov.	JAPAN	2nd half Nov.
Tjimahi	JAVA	1st half Dec.	SHANGHAI	1st half Dec.
Tjibodas	JAVA	1st half Dec.	SHANGHAI	1st half Dec.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

at the above No. 371 York Buildings.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"ARCADIA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:

From London, &c., or &c.

"India."

From Persian Gulf, &c., &c. B.I.S.N.

and B. & P. S. N. Co.'s steamers.

Optimal Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 1st Nov. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within ten days of the steamer's arrival here, after which day they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hong Kong, 27th Oct. 1911.

[4]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 4th instant, will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.,

Agents.

Hong Kong, 1st Nov. 1911.

[1170]

To Sail

SHIHE LINE OF STEAMERS, LIMITED.

FOR LONDON & ANTWERP.

THE Steamship

"FLINTSHIRE."

Captain G. O. O'Grady, will be despatched for the above mentioned ports about 11th November.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hong Kong, 14th Oct. 1911.

[1143]

THE CHINA SQUADRON.

Following are the vessels of the China Squadron:—

Submarines:—

No. 36, Lieut.-Commr. Godfrey Herbert.

No. 37, Lieut.-Commr. A. A. L. Fournier.

No. 38, Lieut.-Commr. J. R. A. Codrington.

Alacrity, despatch-boat, Comdr. A. Lowndes, 700 tons, 4 guns, 2,000 i.h.p.

Astron, 2nd class cruiser, Captain E. B. Kiddle, 4,300 tons, 10 guns, 7,000 i.h.p.

Atlas, admiral's tug, Master S. West, 615 tons, 1,400 i.h.p.

Bramble, gunboat, Lieut.-Comdr. B. G. Washington, 710 tons, 900 i.h.p.

Britomart, gunboat, Lieut.-Comdr. J. M. Barker, 710 tons, 900 i.h.p.

Cadmus, British sloop, Comdr. H. Lynes, 1,070 tons, i.h.p. 1,400, f.d.

Cherub, water tank and tug. Master W. Smith, 330 tons, i.h.p. 340.

Clio, British sloop, Comdr. H. R. Voale, 1,070 tons, i.h.p. 1,400.

Fame, torpedo-boat destroyer, Lt.-Comdr. H. S. Montrose, 340 tons, 6 guns, 5,700 i.h.p.

Flora, 2nd class cruiser, Captain J. Nicholas, 4,300 tons, 10 guns, 7,000 i.h.p.

Handy, torpedo-boat destroyer, Lieut.-Comdr. Hon. Guy Stopford, 295 tons, 6 guns, 4,000 i.h.p.

Janus, torpedo-boat destroyer, Lt.-Comdr. M. B. R. Blackwood, 320 tons, 6 guns, 3,000 i.h.p.

Kent, armoured cruiser, Capt. S. St. J. Fargular, 9,800 tons, 14 guns, i.h.p. 22,000.

Kinsla, river gunboat, Lieut.-Comdr. T. J. S. Lyne, 610 tons, i.h.p. 1,200.

Morlin, surveying ship, Comdr. B. O. M. Davy, 1,070 tons, 6 guns, 1,400 i.h.p.

Minotaur, armoured cruiser (flag-ship Vice-Admiral Sir A. L. Winsloe), Capt. G. C. Cayley, 14,000 tons, i.h.p. 27,000.

Monmouth, armoured cruiser, Captain L. E. Power, 9,800 tons i.h.p. 22,000.

Moorhen, river gunboat, Lieut.-Comdr. G. P. Loth, 180 tons, 2 guns, i.h.p. 800.

Newcastle, 2nd class cruiser, Captain George P. E. Hunt, 4,800 tons, turbine.

Nightingale, river gunboat, Lt.-Comdr. Claude Hillersden-Woodward, 85 tons, 240 i.h.p.

Otter, torpedo-boat destroyer, Comdr. Lambie, 385 tons, 6 guns, 3,300 i.h.p.

Robin, river gunboat, Lt.-Comdr. Cosmo A. O. Douglas, 85 tons, 2 guns, 240 i.h.p.

Rosario, depot ship for Submarines, Lt.-Comdr. N. E. Archdale, 980 tons, i.h.p. 1,400.

Sandpiper, river gunboat, Lieut.-Comdr. E. J. J. Southby, 85 tons, 2 guns, 240 i.h.p.

Suipa, river gunboat, Lt.-Comdr. Maurice B. Neale, 85 tons, 2 guns, 240 i.h.p.

Taku, torpedo-boat destroyer, Gunner E. J. Trillo, 305 tons, i.h.p. 3,000.

Tamar, receiving ship, Comdr. Byres, 4,650 tons, 6 guns.

Teal, river gunboat, Lieut.-Comdr. R. J. Buchanan, 180 tons, 2 guns, 800 i.h.p.

Thistle, gunboat, Lieut.-Comdr. M. B. Baillie-Hamilton, 710 tons, 900 i.h.p.

Virago, torpedo-boat destroyer, Lieut.-Comdr. Harold D. Adair-Hall,

SHARE REPORT.